

## **Appendix D. Process Maps**

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## Introduction

Appendix D presents the description of the activities required by the containers, trucks and trains across the corridor. These charts were gathered through interviews with key personnel that have expertise in each one of the systems we studied.

For example the first diagram corresponds at the typical activities followed by a customer that wants to use the Port of Guaymas to bring bulk products. This process was identified by the operations manager at the Port. We used bulk cargo, because is the main cargo currently carried at the Port, which is comprised of bulk products, carrying a large volume of products on a single ship. The detailed process is described in Figure 1, where it shows the inspections that should be carried once the vessel arrives at the Port and the inspections performed before any cargo leaves the Port. Although the process currently presented might change once the container terminal is in operation, it is useful to learn about the current state of the operations in the Port of Guaymas.

The process followed by the vessels serviced by the Port is also important given the requirements of vessels in turnaround time and productivity, so in Figure 2 we present the different activities performed at the dock. This process is just an overview of all the activities required to receive a container vessel, and we expect that the future operators of the terminal will work in amore detailed plan, which is more streamlined that the one we present for this study.

Once the containers leave the port, the cargo must be transported by train or truck. In the case products are transported by trucks, there are several inspection points and requirements that must be fulfilled along the way, some at the Mexican side, some others at the border and at the American side. A detailed description of this process is presented in Figure 3, which describes the process after the truck leaves the port, and all the way until it crosses the border. An important aspect of this process is the related paperwork required to cross the inspection points without any further complications and delay. In the process map we also explain the main activities required to travel across the corridor in a smooth way.

In Figure 4 we present a detailed snapshot of the import requirements of Mexican Customs for US bound trucks coming by road to the border. This process is done approximately 13 km before reaching the Port of Entry.

The same process is described for US bound trucks coming by road from Mexico once they reach the border. These trucks have to be processed at the Mariposa POE (Figure 5), and go through several inspections, depending on the type of cargo carried and the documentation provided with the cargo.

As far as railroad refers to, Figure 6 gives a detail on the activities performed once the train arrives to Nogales, Mex; and it's ready to go to the US. Then it describes the types of inspections done at the physical crossing of the border at the DeConcini port, and then the inspection that is followed at Rio Rico by CBP officers.

Although these process do not cover all the activities involved in operating along the Guaymas-Tucson Corridor, our expectation is to point at the main delay factors, and problems that might arise along the corridor, but mainly for the northbound cargo going to the US. The most important and complex systems, such as the Mariposa POE and the Port of Guaymas are described in more detail in other appendices.

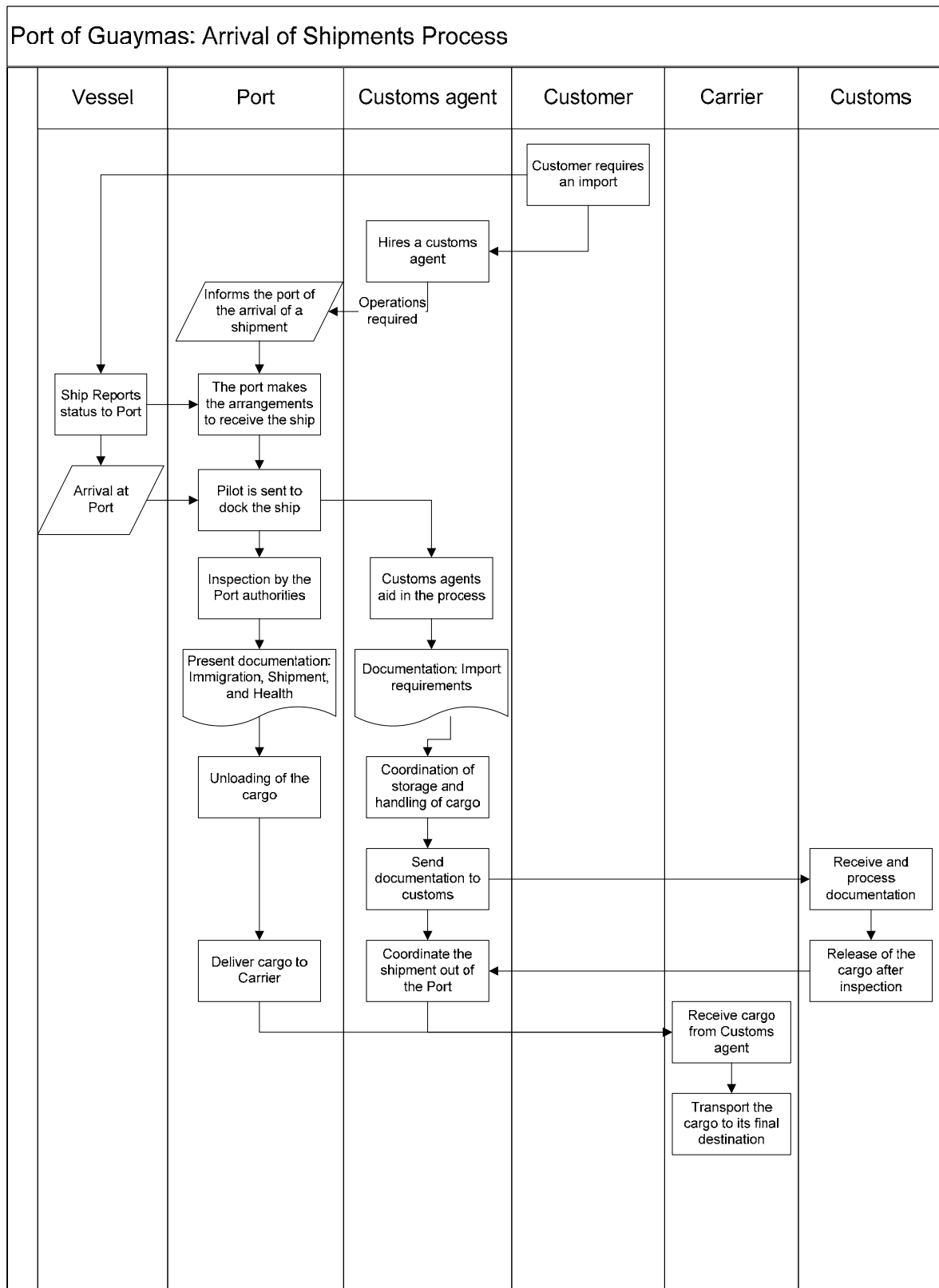


Figure 1 - Process Map for Arriving Cargo at the Port of Guaymas

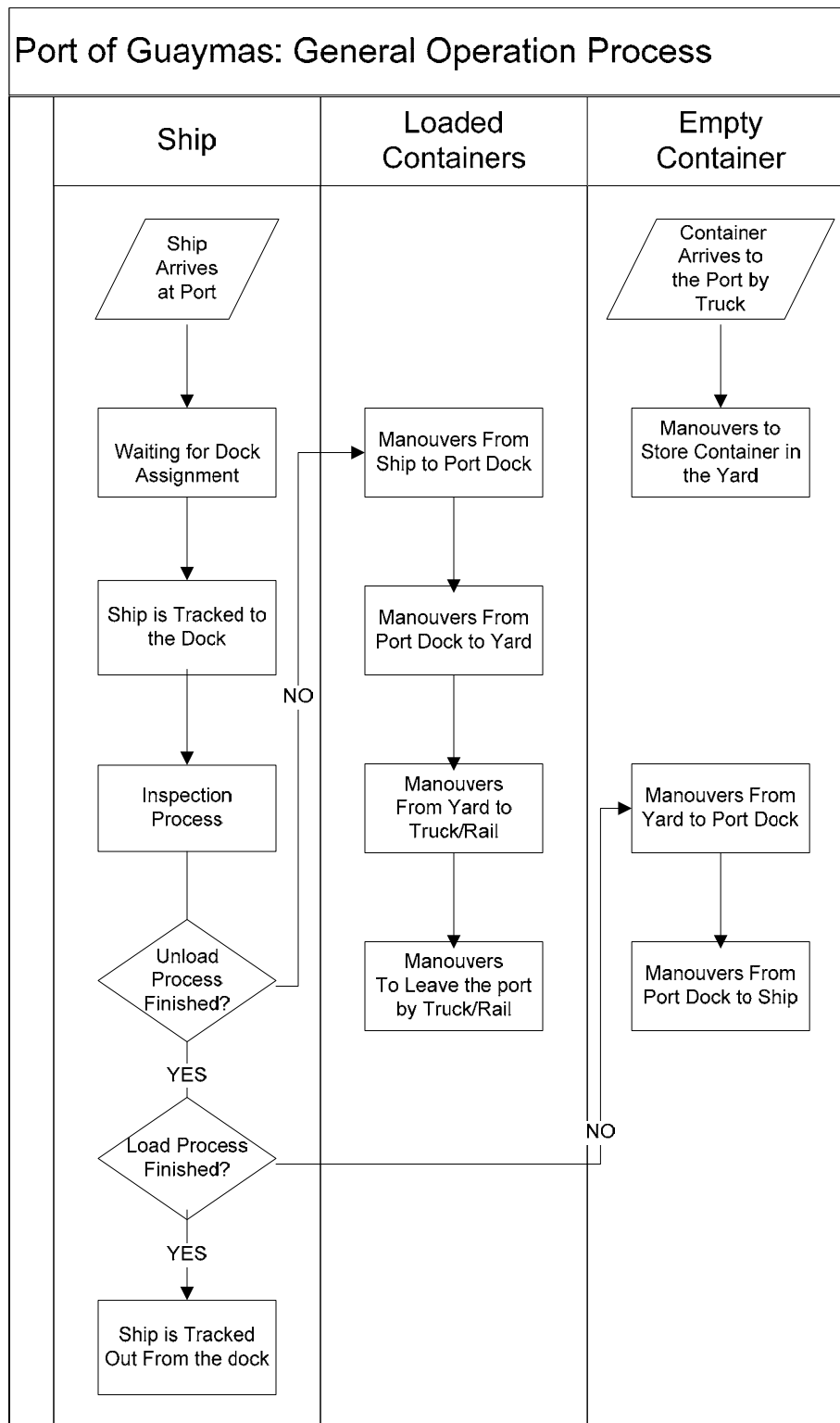


Figure 2 - Process followed by Vessels being served at the Port of Guaymas

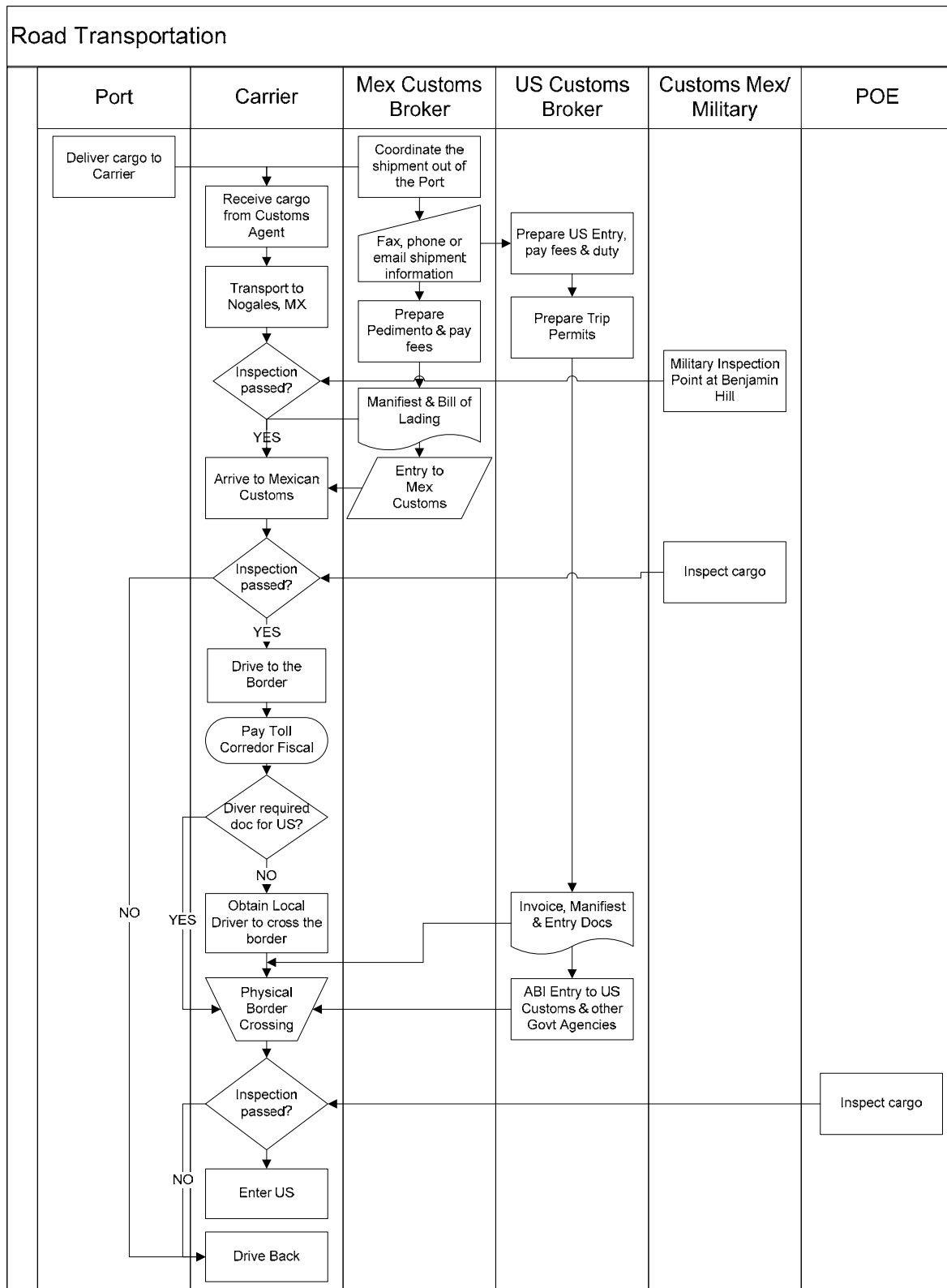


Figure 3 - Process Map for Northbound Trucks and their Border Crossing Requirements

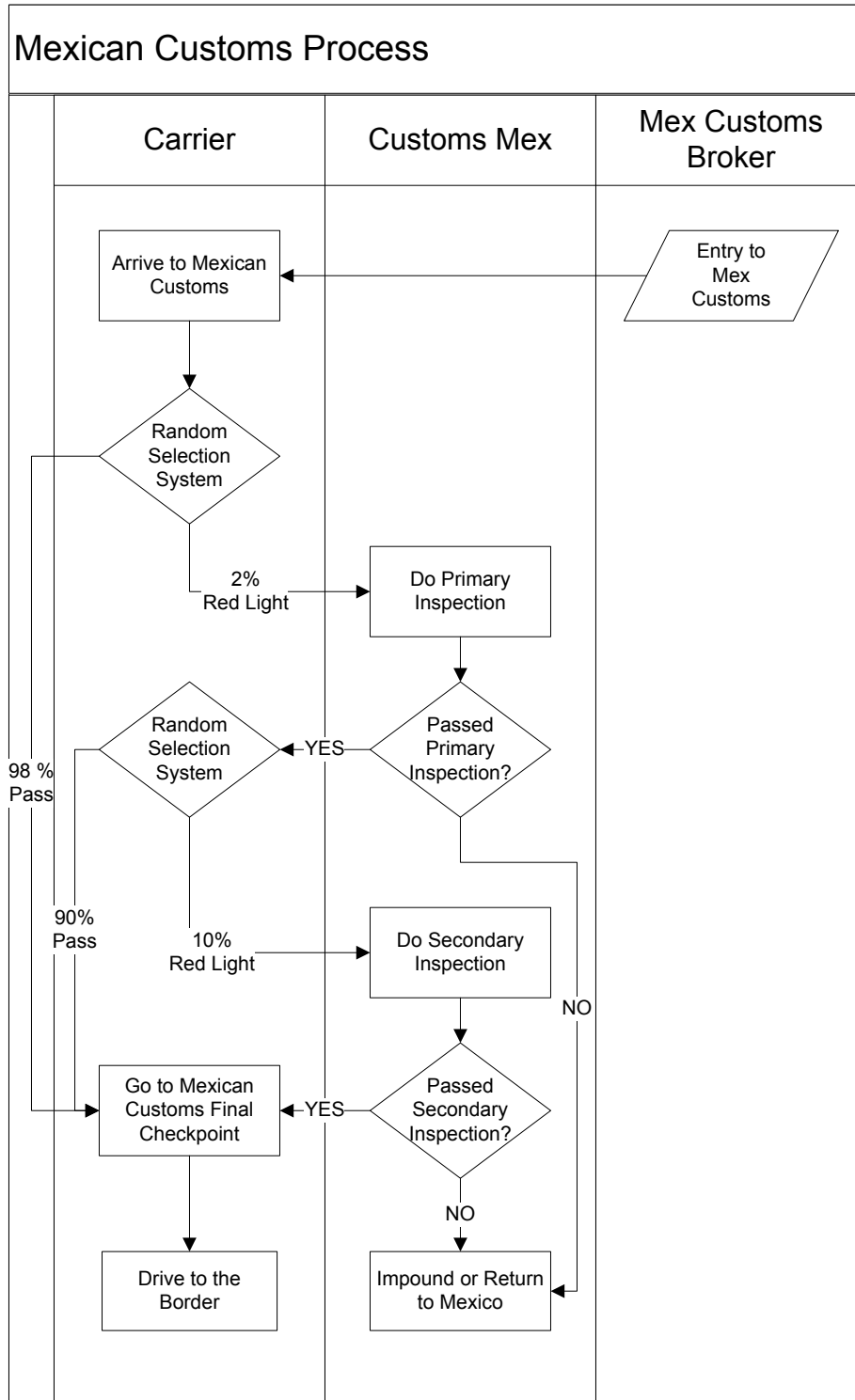


Figure 4 - Southbound Crossing Requirements for Trucks

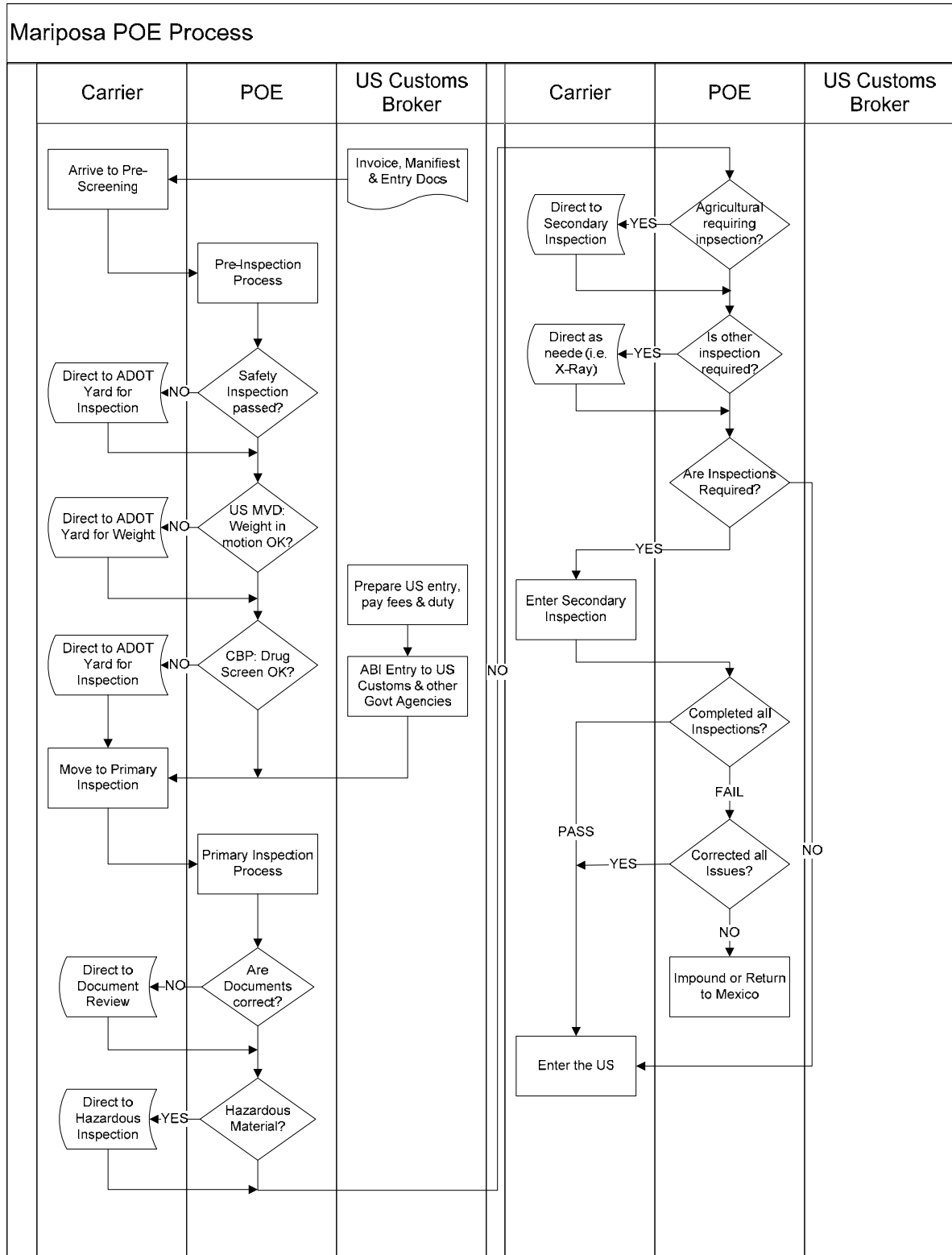


Figure 5 - Detailed Process of the Operations at Mariposa POE



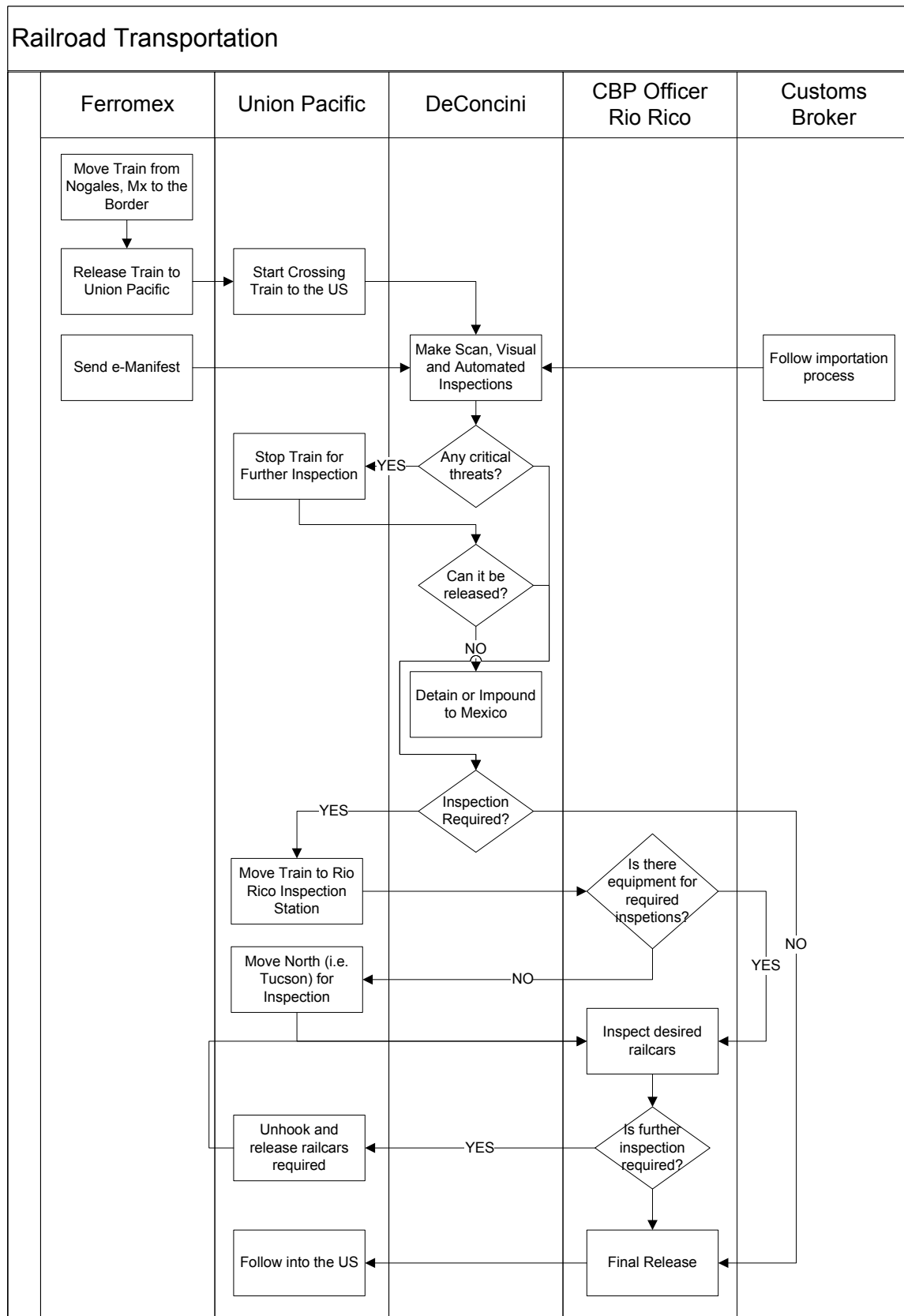


Figure 6 - Detailed Process of the Operations at DeConcini and Rio Rico Inspection